

Cambie Corridor Planning Program

Marine Drive Workshop

Dockstader Warehouse
November 2, 2010

The following are the comments from the Marine Drive Workshop on November 2, 2010 at the Dockstader Warehouse. There were approximately 60 people in attendance. The workshop was designed such that four groups focused on one topic each: Built Form and Massing, Transportation and Traffic, Public Amenities, and Public Realm. Below are the comments from each group.

Built Form and Massing

- Concerns about shadowing
- Residents feel they're 'out of the loop' because the City has said that they have approved towers
- Will height be determined by 'performance'? i.e. benefits.
- Would like the height of the residential tower reduced and spread out throughout the site
- A narrower and taller residential tower would cast a longer shadow but would affect neighbourhood homes for a shorter period of time
- Move residential tower further south on site
- Concerns about shadow of residential tower impacting school ground. Is there a way of minimizing shadow impacts by working with neighbouring development sites?
- Floor space ratio should be lower (e.g. FSR 3.0) on PCI site, and should be a topic to discuss rather than just focussing on height.
- The planning of the 3 sites on the Marine and Cambie intersection needs to be coordinated
- The Marine and Cambie development needs to fit into the Marpole community, not just be a community within itself (like Metrotown)
- If you can't build over the existing bus loop, why not move the bus loop?
- Instead of building two large towers, why not build 4 smaller towers? (i.e. spread out building throughout the site)
- Keep the trees
- Marine and Cambie traffic is already congested, PCI proposal will add to congestion.
- Why propose such a high tower so close to the flight path? (especially smaller planes)
- Allowing density on Cambie and Marine will reduce the impact of density in other parts of the neighbourhood
- Why not build more smaller scale stores on PCI site?
- Where will parking be located? More parking should be built.
- The assumption that only 80% of the residents will have cars and to provide parking based on that is incorrect.
- Why don't they develop residential towers on the river sites instead?
- How will this process affect the final outcome of the development?
- Based on the ideas generated from tonight and the previous workshops, the developers need to cohesively explore new options and we need to see those new options in 2 or 3 weeks so we can have further dialogue
- Marpole needs a neighbourhood/community plan because of all the proposals being planned (ex Safeway, Shannon Mews, Marine/Cambie and Pearson Site)

- The City needs to consider the effect that the new development will have on City facilities and Marpole as a whole (not just the Marine Drive intersection in isolation)

Transportation and Traffic

**Please see accompanying plan drawing that illustrates the ideas below*

- Has a corridor transportation plan been developed?
- There should be a master transportation plan for the area
- Need to look at local vehicle access in and out of site
- Accommodation of pedestrians - currently unfriendly, not safe, sidewalks too narrow. There should be provisions for separation and wider sidewalks, desire lines.
- Automated pedestrian signal preferred
- Brighter lighting is needed in area
- Scrambled crossing suggested at Marine and Cambie intersection
- Suggestion to have traffic cop controller at intersection
- Can bus loop configuration be changed? Or taken out?
- Light at Yukon and Cambie is not coordinated, cars and trucks back up
- Shortcutting on Ash from Marine Drive is an issue
- Accidents at Ash and Marine are increasing
- There is congestion most of the day at Cambie and Marine intersection
- Can we build an underpass at the intersection?
- Widen road: reallocate space to pedestrians
- Drop-off/pick-up locations are needed
- There are no sidewalks on north section of Yukon, Ash, 64th and 63rd
- Need pedestrian connection from Ash to Cambie and Marine
- There are considerable conflicts between trucks and cyclists on Kent
- Can we widen Kent Avenue? Separated bike route on Kent?
- Can we reroute trucks to Kent?
- Need better bike connections between Kent and Canada Line Bridge
- Opportunity for a pedestrian overpass at Marine and Cambie (opportunity from rezoning)
- Crossing at 59th and Columbia is needed
- Kent access to transfer station queues, and blocks through-traffic
- There should be a mid-block crossing on Marine at 70th
- A transportation plan should be developed for the Marpole area that considers the individual and cumulative effect of large site redevelopment including the Shannon Mews site, the Marine Drive development sites, Pearson Hospital, Granville and 70th, etc.

Public Amenities:

**Please see accompanying plan drawing that illustrates the ideas below*

- Marpole is park deficient for city standards
- Bus barn redevelopment put forward \$1million - but can't find a site to purchase for a park
- Concern about adding people and not addressing existing or future deficiency in park and community centre space
- Urban plaza space should not replace the traditional green, open space that is provided by parks
- Playground space should be provided on newly developed sites

- Should try and obtain land on Fraser River for Park Use
- Should look at recreational opportunities integrated into development (ex tennis courts on roofs, etc)
- Need improvements in existing parks - Ash St. Park has no toilets, Winona Park toilets aren't open enough hours.
- Lack of sidewalks on Ash Street (63rd to 59th)
- Community Centre should have more opportunities and programs for public recreation
- Design of new or expanded Community Centre facility should be more accessible
- Should improve Ash Street Park with a new walkway connecting west of 67th to Marine Drive
- Daycare provisions will need to serve the needs of employees (new employees in developed sites)
- Should look for opportunities to provide swimming pool space that is accessible to residents
- Would like more public art in the area if it's done well - consultation with community around what art gets chosen. Could look at including public art along Cambie to River "a public art walk"
- Should look at adding a skate park to the area (within an existing park?) a space for youth activities
- Sidewalk design should be more comfortable - wide sidewalks, more benches, separation from traffic with planters, trees (physical separation)
- Pedestrian improvements to Marine should be prioritized because the existing environment is not very friendly
- Bike route in area could be located on major streets and designated bikeways
- General improvements for safety should be made to major streets for bike safety.
- Destination Park is needed for the area on the river - a park that attracts people from across the city - could include a market or pedestrian ferry on the river
- The destination park would need to be compatible with existing working waterfront and industrial area
- Affordable housing needs to be affordable so that displacement is minimized
- Some feel there is enough rental housing in the area already - don't need more highrise rental housing
- Concern about the potential for increased crime at the station
- Other non-profit facilities within Marpole need to be strengthened or renewed to serve the area better
- The public benefits strategy should also be more community-wide in scope for Marpole to consider the impacts of all of the proposed development

Public Realm:

**Please see accompanying plan drawing that illustrates the ideas below*

- Should consider breaking down city block scale
- Neighbourhood east/west and north/south connections to river (focus on safe crossing points - 70th, cambia, Yukon, ash
- Pedestrian and cycling crossing under bridge
- North/south alternate bike route (other than Cambie and Heather and Ontario)
- Connection and linkages to existing park and school space
- Safe crossing of marine drive is a BIG ISSUE!
- Water taxi crossing river - draw people to river edge
- Active water front

- Walkway
 - Water access - kayak, viewing wharf, small boat access
 - Bikeway - Kent South (commuter), River (recreational)
- Additional park amenities are needed- benches, children's play, soccer, community gardens
- Marine Drive is a barrier for people to access river's edge
- Neighbourhood would like a park on river front - benches, walk, play, kids, theme - maritime (Granville Island or Stevenson like), need 24 hours presence, interest at many levels
- Ensure a neighbourhood scale - what does that mean - you can walk to it, Ebisu park good example
- Waterfront use - Mix of uses, workshop, retail, community, industry, residential, retail that contributes to community
- Cambie Greenway - street apartments, interesting visual elements, theme reinforces 'river' (history, ecology, industry, people, water) Plants - river like and native
- South Cambie Greenway - more informal in character, series of linked elements (built form, set back, architecture), Path may not be straight line, it may wiggle, Strategize intensity of pedestrian and bike by block south of Marine- Pedestrian and bike priority on Cambie- cars/trucks/bus secondary
- Ash Park - Amenities like Ebisu Park, Drainage is an issue currently, lack of landscaping, amenity, recognize desire lines
- Main intersections could be seen as 'gateways' to South Cambie Greenway - they could have great urban design, landscape, and ground plane.
- Improve street safety on existing streets and intersections
- We should encourage mini parks like the Westend - take advantage of street geometry, block streets, direct traffic flow, prevent traffic through neighbourhood, creates park space at local scale
- Encourage lanes as pedestrian mini parks - linear, connectors and places
- Need to remember history or transfer of good from river to land, rail, road - use this as a way to bridge uses (residential/commercial to industry) large scale community gardens
- Good to have a pedestrian scramble at Marine and Cambie intersection - needs pedestrian friendly material i.e. pavers.

ALONG FRASER

Area of Port
of 25 houses
to be changed
to housing
A house for
the same

Some early
recovery results
make sense for
low income
Low income and home care?
- improve existing facilities

Appropriate Housing
Should be AFFORDABLE

↳ market housing
→ off market
→ on income families
→ special needs housing

UNDER REDES
BUFFER

Some
business buildings
along
STREET

London around canal area
→ impact like main housing
might have

People who work in
the area will want
day care in the
area

Public Art
done well

Summer
Pool

How
INTERIM
USES OF INDUSTRIAL
LAND THAT IS FOLLOWING
SUNRISE AREA?

People
not want
down to
TTC

DESTINATION
Area

Site
Yr 1000
N/A
number (person)
little boats to reduce
to a small scale
with parking
made visible in public

"Urban"
Parks
in development

Stadium
TREAT like
WATER, SEASIDE
BEACHES

INCREASED
TRAFFIC?

REPLACEMENT
IS AT A SIMILAR SPOT

PARK SPACE
COMMUNITY CENTRE
DAYCARE

Look at
INTERMEDIATE

SKATE
PARK??

- BIKES
- GREEN LINKAGES
- ↔ URBAN PED. LINKAGES
- MAJOR INTERSECTION
- ⊗ MINI-PARKS
- ▣ PED SCRAMBLE



• ACTIVE PARK PROGRAMMING
• IMPROVE DRAINAGE

SAFE PEDESTRIAN CROSSINGS

PED. PRIORITY

POTENTIAL FINE ACCESS ONTO THE GRIDENWAY

ART VISUAL INTEREST
"BARS ON THE STREET"
PLANTING

POTENTIAL FOR ELEVATED CROSSING

EXTENSION OF KENT ST GREENWAY

ACTIVE WATER-FRONT

- 24 HOUR PRESENCE
- "GRANVILLE ISLAND"
- BOAT LAUNCH
- WATER TAXI
- WALKWAY / BIKEWAY
- NEIGHBOURHOOD SCALE PARK
- MIXED-USE

HEAVIER BIKEWAY?

PEDESTRIAN "SCRAMBLE"
"GATEWAYS"

"EXTEND RIVER IDENTITY"

LINEAR PARKS

SAFE PEDESTRIAN CROSSINGS

VIEWS